

The Hongkong Telegraph.

No. 2088.

TUESDAY, NOVEMBER 20, 1888.

SIX DOLLARS PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
- 2.—SUMS LESS THAN \$1, OR MORE THAN \$500 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
- 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—INTEREST at the rate of 3 1/2 per annum will be allowed to Depositors on their daily balances.
- 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
- 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.
T. JACKSON, Chief Manager.
Hongkong, 1st September, 1887.
[9]
THE NEW ORIENTAL BANK CORPORATION, LIMITED.
AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL 500,000.
Registered Office, 40, Threadneedle Street, LONDON.
BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.
APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.
E. W. RUTTER, Manager.
HONGKONG BRANCH.
[10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 4,000,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—HON. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq.
W. G. BRODIE, Esq.
H. L. DALRYMPLE, Esq.
J. F. HOLLIDAY, Esq.
B. LAYTON, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
L. POSENNECKER, Esq.
N. A. SIESS, Esq.
E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTRY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Hongkong, 4th September, 1888. [8]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR, none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Ross Central, will receive prompt attention.
In the event of complaints being found necessary, communication with the Underigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES, Secretary.
Hongkong, 27th August, 1888. [12]

Intimations.

W. BREWER'S CHRISTMAS AND NEW YEAR CARDS.

1.—The very beautiful Series of Hand Painted Silk Pictures mounted on gilt edge bevelled Cards with designs of Junks, *Zinnichthas*, *Sampans*, *Grottoes*, *Kites*, Eastern Fruits and Flowers and Illustrations of Habits and Customs of the people among which we live, with appropriate Christmas and New Year Motives.
2.—An entirely New Series of beautifully designed Autograph Cards in variety of shapes, such as Tennis Bats, Old Shoes, Oyster Shells, Yachts, all to open and display most artistic work.
3.—Prang's very handsome American Cards in boxes of one dozen, very cheap and artistic.
4.—Most beautiful Etched and Monotint Cards in boxes of one dozen, very cheap and artistic.
5.—Cheap Cards for children 5 cents each a great variety.
And the very popular Pidgin English Sing Song Cards in the old and new forms.
Altogether forming the best Collection of Cards ever shown in the East and the prices extremely reasonable.
LET'S DIARIES, NORTH CHINA DATE BLOCKS.

W. BREWER, UNDER HONGKONG HOTEL.
Hongkong, 17th October, 1888. [100]

ROBERT LANG & CO., TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.
TALL SILK HATS, Drab Felt Hats, Black Brown Drab and Grey Hard Felt Hats, Feral and other Soft Felt, Tweed Hats and Caps in New Shapes, Straw Hats and Pith Hats, Silk Umbrellas from \$5 each, over 100 to choose from. A large assortment of Walking Sticks, Waterproof Coats, Leggings & Chair Aprons, Travelling Rugs, and Scotch Mauds.
Over Coatings, Light & Heavy, Ulster, Tweeds, Fine Black Diagonal & Cork-screw for Dress Suits, Black, Blue and Brown Fancy and Diagonal Coatings, Fanciful Check Tweed Suitings, Trousers in great variety of Stripes, Checks and Plain, Cricketer Flannel, Stripes, Checks and Plain, White and Fancy Vestings, French Printed Shirts, Unshrinkable Flannel, Ready Made Ulsters in Stock, Solid Leather Portmanteaus.
Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes, Winter, Medium and Summer Under Vests and Pants, Silk Half-Hose, Black, Navy and Colors, Lamb's Wool Merino and Lisle Thread Half-Hose, White Dress Shirts, Lacing & Elastic-side Walking Boots and Shoes, Shooting Boots, Rubber Boots, Patent Leather Boots & Shoes, Dancing Pump, all sizes, Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888. [9]

KELLY & WALSH, LD.

ARE NOW SHOWING A SPLENDID ASSORTMENT OF

CHRISTMAS & NEW YEAR'S CARDS.

PRANG'S HANDSOME AMERICAN SACHETS, PERFUME BAGS AND ART PANELS.
WATER COLOUR TABLETS specially painted for us by CHINESE ARTISTS, with characteristic Chinese Greetings in English and Chinese.
PIDGIN ENGLISH SING SONG RICE PICTURES.
MINIATURE JAPANESE KAKEMONOS, and Japanese Hand Painted Cards.
PHOTOS OF HONGKONG SCENERY Mounted and Unmounted, with the Season's Greetings.
A very large collection of ENGLISH CARDS, produced in the best style of CHROMO LITHOGRAPHY.
JAPANESE FAIRY TALES, translated into English, printed in Japan on Crane Paper and quaintly illustrated.

KELLY & WALSH, LIMITED, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 9th November, 1888. [7]

LANE, CRAWFORD & CO.

FOR SALE.

DEFRIES' SAFETY ARTISAN LAMP (PATENT).
PRICE FROM 85 CENTS EACH.

THIS LAMP is absolutely safe, even if it be carelessly handled. It cannot explode under any conditions. It extinguishes itself if upset. It consumes all the oil in the Lamp.

LANE, CRAWFORD & CO.

Hongkong, 10th November, 1888. [1075]

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

FOR LADIES' OUTFITTING GOODS.
THE HALL AND HOLTZ CO-OPERATIVE COMPANY, LIMITED.
FOR CHILDREN'S OUTFITTING GOODS.
THE HALL AND HOLTZ CO-OPERATIVE COMPANY, LIMITED.
FOR GENTLEMEN'S OUTFITTING GOODS.
THE HALL AND HOLTZ CO-OPERATIVE COMPANY, LIMITED.
FOR HOUSEHOLD LINENS and LACE CURTAINS.
THE HALL AND HOLTZ CO-OPERATIVE COMPANY, LIMITED.
FOR ELECTRO-PLATED and FANCY GLASS WARE.
THE HALL AND HOLTZ CO-OPERATIVE COMPANY, LIMITED.
FOR EMPIRE BEER, WINES and SPIRITS.
THE HALL AND HOLTZ CO-OPERATIVE COMPANY, LIMITED.
FOR SADDLERY, PONY CLOTHING, &c.
THE HALL AND HOLTZ CO-OPERATIVE COMPANY, LIMITED.
FOR FURNISHING REQUISITES.
THE HALL & HOLTZ CO-OP. CO., LD.
Hongkong, 17th November, 1888. [119]

Notices of Firms.

NOTICE.

I HAVE this day returned to the Colony and resumed the charge of my Business.
AUGUSTO J. DE ROZARIO.
Hongkong, 15th November, 1888. [1163]

Shipping.

STEAMERS.

FOR KOBE (DIRECT).
THE German Steamer
"TETARTOS,"
Captain Petersen, will be despatched as above, TO-MORROW, the 21st instant, at Noon.
For Freight, apply to
GIBB, GIVINGSTON & Co., Agents.
Hongkong, 17th November, 1888. [1151]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"JAPAN,"
Captain G. B. Pallett, will be despatched for the above Ports, TO-MORROW, the 21st instant, at NOON.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.
Hongkong, 16th November, 1888. [1168]

FOR SHANGHAI.
THE Steamship
"PEKING,"
Captain G. Heuermann, will be despatched for the above Port, TO-MORROW, the 21st instant, at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co., Agents.
Hongkong, 19th November, 1888. [1177]

FOR KOBE (DIRECT).
THE Steamship
"SEPTIMA,"
Captain Hansen, will be despatched for the above Port, on or about WEDNESDAY, the 21st instant.
For Freight, apply to
GEO. R. STEVENS & Co., Agents.
Hongkong, 14th November, 1888. [1156]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"KAISOW,"
G. L. Castle, Commander, will be despatched as above on THURSDAY, the 22nd instant.
For Freight, apply to
ARNHOLD, KARBERG & Co., Agents.
Hongkong, 19th November, 1888. [1132]

STEAM TO STRAITS, COLOMBO AND BOMBAY.
THE P. & O. S. N. Co.'s Steamship
"KASHGAR,"
will leave for the above places on THURSDAY, the 22nd instant, at NOON.
E. L. WOODIN, Superintendent.
Hongkong, 5th November, 1888. [1122]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).
STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN) and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship
"BISAGNO,"
Captain Tognasso, will be despatched as above on SATURDAY, the 24th inst., at NOON.
At Bombay the Steamers are discharging in Prince's Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, 14th November, 1888. [1152]

FOR MANILA (VIA AMOY).
THE Chartered Steamship
"NANZING,"
Captain Talbot, will be despatched as above, on SATURDAY, the 24th inst., at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 14th November, 1888. [1155]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"ANCONA,"
will leave for the above places on SUNDAY, the 25th November, at DAYLIGHT.
E. L. WOODIN, Superintendent.
Hongkong, 13th November, 1888. [1153]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY, MELBOURNE AND ADELAIDE.
(Calling at PORT DARWIN and QUEENSLAND PORT, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"TANNADICE,"
Captain Shannon, will be despatched for the above Ports, on TUESDAY, the 27th instant, at 1 P.M.
For Freight or Passage, apply to
RUSSELL & Co., Agents.
Hongkong, 16th November, 1888. [1167]

Shipping.

SAILING VESSELS.

FOR LONDON (DIRECT).
THE A. 1. British Bark
"ARCADIA,"
D. S. Eward, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co., Agents.
Hongkong, 14th November, 1888. [1157]

FOR NEW YORK.
THE 3/3 L. I. American Ship
"EMPIRE,"
Snow, Master, shortly expected, will load here for the above Port, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co., Agents.
Hongkong, 14th November, 1888. [1158]

FOR NEW YORK.
THE 3/3 L. I. Norwegian Bark
"ISABEL,"
Howe, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co., Agents.
Hongkong, 13th October, 1888. [1033]

FOR NEW YORK.
THE 3/3 L. I. American Ship
"RAPHAEL,"
Harkness, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co., Agents.
Hongkong, 13th October, 1888. [1034]

FOR NEW YORK.
THE 3/3 L. I. American Bark
"H. G. JOHNSON,"
Colby, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co., Agents.
Hongkong, 3rd November, 1888. [1117]

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON; ALSO, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship
"RAVENNA," Captain A. B. Daniel, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of call on WEDNESDAY, the 21st November, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
E. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, 8th November, 1888. [1123]

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF PEKING,"
will be despatched for San Francisco, via Yokohama, on SATURDAY, the 8th December, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return.....350.00
available for 6 months.....325.00
To Liverpool.....325.00
To London.....330.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, 17th November, 1888. [1124]

CANADIAN PACIFIC STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship
"PARTHA,"
3,167 Tons Register, Wallace, Commander, will be despatched for VANCOUVER, B.C. via KOBE and YOKOHAMA, on THURSDAY, the 13th December, at THREE P.M.
To be followed by the S.S. "ABYSSINIA" on 10th January and S.S. "BATAVIA" on 7th February.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To Vancouver and Victoria (Mex.) \$160.00
To San Francisco.....175.00
To all Common Points in Canada.....230.00
To Liverpool.....300.00
To London.....305.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.
Freight will be received on board until 4 P.M. on the 12th December.
All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 P.M. the day previous to sailing.
For information as to Passage or Freight, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 17th November, 1888. [1125]

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 25th day of November, 1888, at 10 A.M., the Company's Steamship "SACHSEN," Captain von Gbssel, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA. Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m., on the 24th of November, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 27th October, 1888. [14]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship
"BELGIC,"
will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 28th November, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports. All PARCEL PACKAGES should be marked to address in full, and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return.....350.00
available for 6 months.....325.00
To Liverpool.....325.00
To London.....330.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, 17th November, 1888. [1124]

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship
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3,167 Tons Register, Wallace, Commander, will be despatched for VANCOUVER, B.C. via KOBE and YOKOHAMA, on THURSDAY, the 13th December, at THREE P.M.

To be followed by the S.S. "ABYSSINIA" on 10th January and S.S. "BATAVIA" on 7th February.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To Vancouver and Victoria (Mex.) \$160.00
To San Francisco.....175.00
To all Common Points in Canada.....230.00
To Liverpool.....300.00
To London.....305.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.
Freight will be received on board until 4 P.M. on the 12th December.
All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 P.M. the day previous to sailing.
For information as to Passage or Freight, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 17th November, 1888. [1125]

Entertainments.

A. S. WATSON & CO., LTD.

WE HAVE NOW IN STOCK THE FOLLOWING

CIGARS:

MARIA CRISTINAS,

Londres.

PERLA DEL ORIENTE, Londres.

Damas.

Sefioritas.

NUEVO HABANO in 500 and 100 Boxes.

do. do. 2nd.

NUEVO CORTADOS in 500 and 100 Boxes.

do. do. 2nd.

Flor de la Ysabela, Princesas, Entractos,

Orientales and Isabelas.

Imperial, Cazadores, Imperiales, Excentricales

Prensados, Principes, Cortados, Señoritas,

Marquesitas, Flor de Prensados,

Paquetos, Regalia Britanica, Regalia,

Inglesa, Chiquitos, Brevitos,

and

ROUQUETS DE WATSON.

SWEET CAPOVAL and OLD JUDGE

CIGARETTES.

A. S. WATSON & Co. Ltd.

THE HONGKONG DISPENSARY,

HONGKONG, 29th October, 1883.

MARRIAGE.

On the 20th November, at St. Peter's Church, Hongkong, by the Right Rev. Bishop Burdon, assisted by the Rev. J. B. O'Shaughnessy, the Rev. A. GIBNEY, GOSWELL, Seamen's Chaplain, to ANNIE TREVENNOR, eldest daughter of W. H. Lobb, Esq., of H.M. Naval Yard. [184]

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 20, 1883.

The Manila *Diario*, in referring to some strictures we have lately made on the extraordinary privileges enjoyed by the religious orders in the Philippines, says it is strange that English newspapers should meddle with the religious customs of an alien people, and recommends us to confine ourselves to our own business. We are obliged to our contemporary for its good advice, so courteously tendered, but would just observe that we are the best judge of what is our own business. It is hardly necessary to remark that most of our comments regarding the Philippines are extracts from correspondence which continually reaches us from Manila, emanating from that class of Spaniards who cannot brook the yoke imposed upon them and upon their press by an intolerant clergy, and from British and foreign residents in the Spanish colony who have times out of number had sufficient reason to expose their grievances in the columns of independent newspapers. The Manila press being under the direct supervision and censure of an absolute and exacting clergy, it follows as a matter of course that all the abuses committed by members of religious orders—and their number is legion—can never be exposed to public criticism. This would be in itself a potent encouragement to vice and corruption among the imbecile followers of the lowly Nazarene; therefore the facility with which the abuses find their way into independent, albeit foreign, newspapers, ought to be a subject of praise rather than of censure. The main principle which underlies all journalism is that right and justice, duty and morality, science and freedom, shall be vindicated under all circumstances, at any cost, and everywhere. This is our invariable platform. We are as much entitled to discuss the affairs of the Philippine Islands, to expose Philippine public scandals, as the newspapers of the neighbouring Archipelago are entitled to criticise our public doings, or the public affairs of other nations. Journalism is no respecter either of persons or of nations. The public events, deeds or misdeeds of a body of citizens, of a civic or a religious corporation, are public property, and must be dealt with accordingly. The religious corporations, in particular, should be the subject of earnest inquiry and free criticism by all public writers. Theirs is an institution entirely distinct from all civic organisations. On the assumed principle that chastity and self-imposed poverty and the renunciation of the world's legitimate enjoyments form the only true path to a happy hereafter, the modern Fakirs organise a conobitic system of penance and hold themselves up as the true disciples of the founder of Christianity, whose life was anything but monastic, secluded or penitential. Allowing, however, all that the monks and nuns allege as justifying their seclusion and renunciation of the world, the world is undoubtedly keenly interested in watching the correspondence of their deeds with their words. If the religious corporations really prove themselves to be so many beacons of light, civilisation, and heavenly goodness, well and good; but if they abuse the privileges of their Order, or utilise these same

privileges as means to pry into the doings of the civic society, to coerce consciences, to domineer Governments, to enslave the people, and, above all, to enrich themselves of their Order with the spoils of the poor, if they put their hands to such

a deed of shame as the massacre of St. Bartholomew was, or to such a heinous outrage on religion as the Spanish and Portuguese Inquisitions were—then the world, through its recognised mouthpiece—the Independent Press, has every reason, every right to cry down the religious corporations as so many blots on humanity.

TELEGRAMS.

(Reuter.)

FRANCE.

LONDON, November 17th.
The French revision committee has decided in favour of the abolition of the Senate and the Presidency of the Republic.

LOCAL AND GENERAL.

THE full decisions in the *General Grant* case at Canton will be found in another column.

The Spanish transport *Manila* will leave the Philippines for Ponape Caroline Islands, with relief for the garrison and provisions on or about the 25th instant.

FROM the 1st January to the 20th October of the current year, 7,000,555 piculs of rice were exported from Saigon, as against 6,958,161 piculs exported during the same period in 1882.

THE steam-launch *General Grant* was released by the Canton Customs authorities yesterday, and arrived here this afternoon. It is contemplated to send her to the next Paris Exhibition.

THE Peking correspondent of the *Chinese Times* states that Herr von Brandt goes home on six months' furlough, and Baron von Ketteler remains as *Chargé d'Affaires*. Colonel Denby will become Doyen of the Diplomatic Body.

IN another column will be found a report of a collision at Newchwang between the German barque *Director Barrow* of 325 tons, and the German steamer of 89 tons. The *Director Barrow* was sunk.

THREE houses in course of erection near the Sailors' Home collapsed yesterday, through an arch giving way. The workmen had just left to get their "chow," luckily, so no one was hurt, but the whole of the materials in the rear part were smashed.

WE would remind our readers that the opening performance by the American Musical Comedy and Opera Company, will take place at the Theatre Royal, City Hall, this evening, when Celler's most successful Comic Opera "Dorothy" will be produced.

A SEIZURE of seven tins of opium was made yesterday on board the Canton river steamer *Honam* by Capt. G. B. Lefavour, the genial commander of that vessel. The "find" was duly handed over to the Customs authorities at Canton, and love and harmony now prevail.

THERE will be a large audience at the performance of "Dorothy" by Messrs. Willard and Sheridan's Company this evening. The opera bouffe is an unusually attractive one and consequently the number of seats booked beforehand is greatly in excess of the average. The troupe is an exceptionally strong one, all round, and is deserving of public support.

THE Band will play at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock. The following will be the programme:—

THE Chinese Imperial Maritime Customs again to the front. At Shanghai on the 15th instant 725 bags of rice, weighing about 1,200 piculs, were seized on board the steamship *Haiting*, for having been taken on board without a permit. This may be according to regulation—but is it justice or common-sense? We pause for a reply.

THE ratio of foreigners now residing in France is as follows:—

Belgians 48,261
Italians 26,158
Germans 100,000
Spaniards and Portuguese 80,842
Swiss 78,81
Dutchmen 37,149
English, Irish, and Scotch 36,134
North and South Americans 10,009

THE two afflictions of the Colony—James Kelly and Peter McCarthy, mariners—were temporarily removed this morning. Both were charged with remaining behind their ships after receiving advances, and both got justice. Kelly, as the champion bouncer of the Far East, was rewarded with an offer of three months free residence at the Government Arms, and Peter got half that dose, as a warning to work for his living in future.

THE very latest fad at "Home" is the fingerless dinner-glove. These, by the bye, are not those dreary "mittens" which make everyone look like an old maid, but are made of kid, and their advantage is that their wearer can sport all her rings whenever she negotiates her hash abroad. By-the-by, this fashion has the delightful quality of being eligible for home manufacture, for every girl knows enough to cut the fingers off her gloves and then stitch round the stumps!

WE note that Li Han-chang, brother of the Viceroy of Chihli and formerly Governor-General of Hupeh and Huanan, has been appointed Inspector-General of the Grain transport. The post is one of considerable standing, and the *N. C. Daily News* remarks, if railways are built under the auspices of his brother, the position will become still more important. Li Han-chang bore anything but a good reputation as Viceroy when he went into retirement a few years ago, and as he has been in Peking for some months seeking an appointment it would seem as if he had experienced some difficulty in obtaining one.

THE programme of the annual meeting of the Amoy Race Club will be found in another part of this issue.

WE read that Admiral Ting of the Peiyin Squadron has been decorated with a button of the first class for his recent valuable services against the Formosan insurgents at Pelam.

A LETTER from Macao reports the escape of two prisoners from the custody of their guard, a Maharran policeman on Saturday morning, near the "Fonte da Inveja" in the Cacilhas Road. One of the prisoners knocked down the policeman, inflicting on him a heavy blow on the head, the other took possession of his sword and slashed his body in a frightful manner. Both then decamped, and the wounded man was afterwards found in a very dangerous condition by some of his comrades, and sent to hospital.

APPROPOS of fashion, I read that "A pretty fancy of the season is to have the foot and ankle of the stocking black as far up as it is supposed to be shown even by accident, and the rest of the leg of some bright colour such as green, terra-cotta, or even flesh-colour, the line of division being concealed by a band of embroidery." Very pretty, isn't it? But I think they will have a demoralising effect for a woman with a pair of pebbled hose of this pattern will spend her time either in going up ladders in a high wind, or she will give in to a wild desire to take her exercise on her head.

IT is reported, says the *Nagasaki Kishi Sun*, that the Kishu Tetsu-do-kwaisha (Kishu railway) will be commenced about the middle of the present month. According to arrangement, the following lines were to have been commenced in July last, viz:—Mojito to Onaga, Onaga to Hakata, and Hakata to Kurume; but as we have not heard of any actual work having been done yet, we presume those are the lines now to be started. The respective distances are 20, 27, and 22 miles; and the respective cost is estimated at \$829,950, \$1,105,940, and \$924,954. The first section is to be completed in Dec. 1889, the second in Nov. 1890, and the third in June 1891. According to the same arrangement, in June, 1896, Nagasaki will be connected by rail with the principal places in Kishu, a time which we are confident will be anxiously looked forward to by everyone interested in the welfare of Nagasaki.

THE *Peking Gazette* of the 31st October contains a report on the condition of the Yellow River, from Wu Ta-cheng, the Director-General. He says that after the autumn freshets the river suddenly rose two feet two inches on the 17th August, on the next day three feet and on the 15th September two feet. There was a simultaneous rise on the Ch'in river and great care was necessary to protect both the north and the south bank at various places. At the mouth of the breach, the water being compressed between the two ends of the embankments, a hole of great depth had been scoured out—soundings continuing to show ninety feet at one part. The new embankments continue to "stand aloft uninjured." The two lengths of the western embankment which were washed away this summer have been restored to their former condition. He says that as the middle of September has passed there should be no more freshets, and it will be easy to execute fresh work and to guard what has been done.

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THE "GENERAL GRANT" CASE AT CANTON.

IN our issue of yesterday we published a condensed and somewhat imperfect report of the proceedings at the Canton Customs House on Saturday in connection with the recent seizure of the Hongkong-owned British steam launch *General Grant*. We now give the decisions delivered by the Chinese officer who represented the Hoppo and by Mr. Chaloner Alabaster, Her Britannic Majesty's Consul, and in our mail issue, published to-morrow, we shall give a full and accurate account of the entire proceedings.

AFTER hearing the evidence (7) and Mr. Fraser-Smith's short address to the Consul, the investigation was left to the matters at issue and to pronouncement judgment. Their deliberations occupied about an hour and a half, and on the public being re-admitted into the Commissioner's office, the subjoined opinions were delivered.

Mr. Li Tao, who represented the Haikwan Taotai, read a document in Chinese, of which the following is a translation:—

THE CASE OF THE "GENERAL GRANT." I have in conjunction with the British Consul and the Commissioner of Customs, publicly (or) open court heard the evidence in regard to this case. This evidence is of reliable nature and the launch was accordingly, in conformity with Art. 47 of the Consular Treaty, be so seized.

Signed and sealed by me, this 14th day of the 18th moon of Kiang Hsi XIV (19th Nov. 1883).

A deputy of the Canton Customs Superintendent.

Mr. Consul Alabaster then said:— If there had been any evidence that the *General Grant* had traded as other than Treaty Ports I should have attempted to have her confiscated, but as there is not a particle of evidence that she was so subject to the matter, those being the places she was seized for violating, and the fact being that she traded clandestinely or traded at all, either there or anywhere, proof of which would be necessary in terms of the Treaty to justify confiscation, I regret that I must dissent from the Deputy's decision.

IN CRIMINAL SESSIONS. (Before Chief Justice Russell.) THE CHAIN GANG CASE. The hearing of the charge of murdering Turkey Peters, brought against the ten con-

victs, concluded in the verdict of "guilty." The charge of escaping from Gaol was then proceeded with. In answer to the arraignment they answered as follows:—No. 1—guilty; Nos. 2 and 3 were "pressed to do it." No. 4 didn't want to escape but was forced to do so by the Superintendent and warders. No. 5 told the truth—he escaped from a natural instinct to do so; No. 6 said he was oppressed by the head officers in the gaol; Nos. 7 and 8 stoutly admitted that they ran away; No. 9 made a long speech to the effect that the Superintendent and officers treated him badly, to which his Lordship replied that he should have complained to the Visiting Justices when they were there; rounds; No. 10 the man with his jaw shot off nodded assent. They were then marched off for trial at a later hour.

THE ALLEGED MANSLAUGHTER BY A SIKH CONSTABLE.

Nund Singh, P.C. 729, pleaded "not guilty" to the indictment charging him with the manslaughter of a Chinese boy in Queen's Road West on the 24th October. The Attorney-General prosecuted, and Mr. Francis Q.C. defended.

The Attorney-General, in outlining the case for the prosecution, said that early in the morning on the date named the prisoner was seen pursuing boys who were hanging about the scene of a recent fire, and catching one of them, threw or knocked him down and trampled on him, with the result that in a few minutes the boy died. It might be asserted, by the defence, that death resulted from rupture of the spleen, consequently a fall, but on the part of the prosecution he submitted that whatever was the immediate cause of death the prisoner had used unlawful force.

For the defence Mr. Francis pointed out that the *post mortem* examination showed no marks of the extreme violence alleged to have been used, and that the evidence of the native witnesses was of an entirely conflicting nature.

His Lordship, in summing up, said that there was considerable discrepancy between the evidence of some of the witnesses for the prosecution and the medical testimony, and there was also positive evidence in favour of the prisoner given by the Indian who saw the boy trip up over a pile of baskets and fall heavily. There was very little doubt that it was the same boy, and if they believed that they could not find him guilty.

After a minute's consultation the jury found him not guilty.

The Court then adjourned.

ANOTHER ESCAPED CONVICT.

Lee Ah Ng, late No. 154 in the Gaol, and one of the ten prisoners who escaped from Kennedy Town on the 15th June, was indicted for so escaping. Mr. Robinson prosecuted, and the following were the jurors:—Messrs. E. H. W. Hermann, F. A. Soares, E. Reeves, R. R. Roberts, A. J. Kanner, S. B. Bhabha, and A. Duer.

On the date named ten of the gang of convicts assaulted their guards and warders with bamboos, got into a junk, sailed across to an island near the mainland, and got clear away. A few days ago the prisoner was found working as a chair coolie, and arrested.

The evidence of the gaol officials having been given, and the accused the prisoner's commitment to gaol for piracy having been put in, he was asked to state his defence. He harangued the Court for some time, denying that he was the man, and proceeding to complain that his queue had been cut off, but he was interrupted by being found guilty. Sentence was deferred.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon. There were present:—His Excellency the Governor (Sir William De Vos), Dr. F. Stewart, Colonial Secretary, Mr. H. E. Wedehouse, Acting Colonial Treasurer, Mr. J. M. Price, Surveyor General, Captain W. M. Deane, Superintendent of Police, Messrs. P. Rynne, J. Bell-Irving, B. Layton, and Wong Shing.

THE Colonial Secretary moved that the following resolutions recommended by the Finance Committee be adopted:—\$500 for building a home for girls rescued under the Ordinance for the protection of women and children; \$1,200 as a gratuity to the widow of the late Mr. A. Falconer; \$88 for the wages for two months of two postmen for the Peak; \$250 compensation to the scavenging contractor.

THE Colonial Treasurer seconded, and the votes passed.

CHINESE EMIGRATION CONSOLIDATION BILL, 1883.

THE Colonial Secretary moved the first reading of this Bill. It was the work of the Law Revision Committee and simply consolidated the present law of the Colony.

His Excellency—Although the Ordinance as it now stands is only a consolidation of the laws of the Colony with regard to this matter, a number of circumstances have been brought to my notice which makes it imperatively necessary to add to its provisions with a view to put an end to abuses that have become of very grave character. I have very little doubt at present that a very large amount of kidnapping takes place under our very eyes. It is exceedingly difficult to detect, but at the same time we should make some effort to do so. Books were procured in evidence in the Supreme Court the other day that if anyone had any real doubt on the matter would at once dispel it. We must at least endeavour to put an end to an evil of such grave character. I do not say that I attribute all these acts of jumping overboard at Green Island, which occur almost weekly, to kidnapping. It is just possible some of these people take the bounty and endeavour to evade the obligations connected with it; still I do not think that further evidence is necessary when such a number of people are ready to risk their lives, and more so, a very serious risk of life, merely more to jump overboard than are ever picked up, and I think it scarcely possible such a number of people would be continually acting thus, simply for the purpose of making the bounty without any return for it. Even were there no further evidence I am inclined to think this would be sufficient, but now we have it as an established fact that regular books are kept in connection with this nefarious traffic, the time has come for moving in the matter, and the Government would incur serious responsibility if they did not take notice of it. In this Ordinance the law simply stands as it is and it will therefore be necessary, either when we go into Committee on it or at an earlier stage, to add further provisions with a view to making the law more stringent. I trust that those concerned in shipping, if the Bill affects them at all, will look at the matter as indulgently as possible, because it is brought in with a view of doing a good work.

THE Bill was read a first time.

BILL TO AMEND ORDINANCE NO. 15, OF 1882.

THE Colonial Secretary—I beg to move the first reading of this Bill. It is simply to make a verbal correction in Ordinance 15 of 1882. By some slip the word "third" was inserted instead of the word "second," and it is to correct that mistake that this Bill is introduced.

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The Colonial Treasurer seconded, and the Bill was read a first time.

THE EVIDENCE CONSOLIDATION BILL.

THE Colonial Secretary moved the first reading of this Bill. It also, was the work of the Law Revision Committee and represented the law of the Colony on the matter in a consolidated form.

The Colonial Treasurer seconded, and the Bill was read a first time.

THE COMPENSATION TO FAMILIES BILL.

THE Colonial Secretary—I have to move the first reading of this Bill. It is also the law of the Colony and the work of the Law Revision Committee, but there is an addition of certain clauses bringing the law of the Colony up to the state of the law in England.

The Colonial Treasurer seconded.

Hon. P. Rynne asked whether this embodied Lord Campbell's act.

The Colonial Secretary—I cannot say. All I know is that this Bill will represent the law of the Colony as it now stands with certain provisions added to bring it up to the law in England. Bill read a first time.

BILL TO AMEND ORDINANCE 6 OF 1887.

THE Colonial Secretary—I have to move the first reading of this Bill. Ordinance 6 of 1887 is the Arms Ordinance, and I may say that there is a very serious omission in that Ordinance. As the Ordinance now stands persons carrying arms can be dealt with under its provisions, but the present Bill goes still further and enables vessels, boats, or junks having arms on board to be dealt with.

The Colonial Treasurer seconded, and the Bill was read a first time.

NATURALISATION.

THE Bill for the naturalisation of Elias Isaac Elias, otherwise Elias Isaac Elias Zachariah, was read a second time and passed.

BILL TO FACILITATE THE INCORPORATION OF RELIGIOUS, EDUCATIONAL AND CHARITABLE INSTITUTIONS.

THE Colonial Secretary—Before proceeding further, I beg to move the first reading of this Bill, which does not appear on the orders for the day. Its object is to facilitate the incorporation of religious, educational, and charitable institutions. At the present moment each institution has to get a separate Bill passed for itself. This is a general Bill, and will enable these institutions to get incorporated without going through that form.

The Colonial Treasurer seconded, and the Bill was read a first time.

THE BY-LAWS UNDER THE PUBLIC HEALTH ORDINANCE.

THE by-laws relating to drainage passed by the Sanitary Board next came before the Council. His Excellency said that as he understood the law the Council had either to sanction the by-laws or reject them. They had no power to make amendments. All the power they had was, if they rejected them, to say what did not meet the approval of the Council or what amendment the Council would suggest.

At the suggestion of His Excellency the date of the passing of the by-laws (17th November) was inserted in the heading as, he said, there was otherwise nothing to identify them as the by-laws passed at that particular time.

His Excellency said that where it was only a question of rejecting or sanctioning and where no alteration could be made it was not usual to read all the by-laws but merely the title. On reconsideration, however, he thought on the whole, as these by-laws were very important, they had better be read in case of any question arising afterwards.

The by-laws were then read and passed by the Council.

THE TALE OF A SALE.

A fair correspondent sends us the following:—The creditors came down like wolves on the fold. Their eyes were gleaming and their words few and cold. For one moment of grace they would not withhold. And naught would appease them but all must be sold.

They came without warning and pasted their labels. On the beds and the carpets, the sofas and tables. And the shears of their spleen cut off every resource.

For they even served writs at the Wong-nel-chong course. Like the leaves of the forest, though not quite so green. That host with their summonses all times could be seen. Like the leaves of the forest when typhoons have blown.

That home on the morrow lay scattered and strewn. For the auctioneer's hammer came down hard and fast. And what was not sold to the four winds was cast.

'Twas a large, generous sale! to people all say. All things but the buyers being given away. 'Twas worse than a fire, 'twas worse than a wake. For a thorough wipe-out, they quite took the cake.

They tore down the punkahs and banged-up the wall. Save the doors on their hinges, they left nothing at all.

I think I have heard of this proverb somewhere. He that for his neighbor a pit doth prepare, is liable himself to fall into the snare. When doing another, of yourself have a care.

I also have read, but I am not quite sure Whether in Hugu Kalyptus, or Iyron, or Moore. Not being in such matters very well versed. That the first shall be last and the last shall be first. When the court has adjourned on a judgment-day. Perhaps 'tis in Scripture, be that as it may.

In their greed and their speed to see one benefactor. The first and the worst got most beautifully left. For the court has decided beyond any doubt. That the house must be whitewashed, both inside and out.

And the moral of this is, as all will agree, For the same thing might happen to you or to me. It is better to dwell where champagne-corks pop. Than ever go into a milliner's shop.

PHOENIX.

THE "KILDARE."

With reference to the report of the loss of the steamship *Kildare* in a typhoon which overtook her on October 4th while on a voyage from Java to this port, details of which were published in our issue of October 15th, Capt. J. Johnston of the ill-fated vessel sends us from Singapore the following additional particulars:— In the report published in the Singapore papers, I have not detailed any of the circumstances of the ship's wreck, except what I directly saw myself, but as a matter of fact the *Kildare* was

completely wrecked; her fore-castle head and main deck forward was quite bulged down and three of the beams over the fore-castle broken. At the time of entering the gale she had eight feet 7 inches of clear side, above the bridge 84 feet long and 74 feet high covered the lowest part of the ship, and 54 feet above were placed on chocks three feet higher, giving them a height above the water of over 10 feet. This proved no protection; some of them had been lifted right upward so as to unship their davits the end chains of which snapped, and the davits went away with the boats. These davits were shipped in stands 3 feet 6 in. high and their heads were 4 feet clear of the boats; which means that the boats had to be torn from their grips and tossed upwards 74 feet before the davits would be unshipped; most of the railing, although presenting such a small surface to the sea, was taken away very early in the gale. About three hours before the wind changed, I got myself lashed to the standard of the bridge steering gear, to get the best view of the spectacle, and when the personal peril could be momentarily forgotten, the scene was fearfully grand. From my position forward all was distinctly seen, but toward aft the ship appeared three times her length and with no beam at all, and she altogether appeared below the level of the surrounding foam; now then a tremendous sea, with two or three waves both sides at once, and meeting would spring as high as the mast heads; overhead the flying scud was quite down on our topmast heads; it had the colour of a very thick and black fog. Now and then I could see a hole right through it, and sometimes a dozen holes at once appearing to be only a few inches in diameter, and giving an instant glimpse of the clear, bright sky above. I thought I could estimate the thickness of the tempest by these holes—they were so well defined. We never had thunder and lightning, but the downpour of rain was so heavy that I had to place my hand round

THIRD DAY, WEDNESDAY, 21st JANUARY.

FORMOSA CUP, (Presented) value \$—, for all China Ponies, weights as per scale; winners of any race at this meeting \$15 extra, of two or more races \$10 extra; entrance \$5. One mile.

LEADER CUP, (Presented) value \$—, for Amoy Subscription Grifins of last season, and all Amoy, Foochow and Formosa. Ponies not raced previous to the 1st December, 1888; entrance \$5. One mile and a half.

LADIES PURSE, (Presented) for all China Ponies; to be ridden by residents of Amoy, Foochow or Formosa; weights as per scale; Jockeys who have never had a winning mount before this meeting allowed \$15; entrance \$5. Once round and a distance.

LOTTERY CUP, value \$—, for Amoy Subscription Grifins; weights as per scale; winners at this meeting \$15 extra for each race won; entrance \$5. One mile and a quarter.

CONSOLATION CUP, value \$100, Second Pony \$50; for all beaten Ponies that have run and not won a race at this meeting; weights as per scale; entrance \$5. One mile.

CHAMPION STAKES, a forced entry of \$10 each for all winners at this meeting except Nil Desperandum Stakes, winners of two races \$15 extra, of more than two races \$30 extra; optional entry for non-winners \$5; weights as per scale. One mile and a quarter.

NIL DESPERANDUM STAKES, of \$5 each with \$50 added; Second \$25; for all beaten Amoy Subscription Grifins of this season that have run and not won a race at this meeting; weights as per scale. Once round and a distance.

NOTES FROM CHINESE PAPERS.

The Customs Bank is transferred from official to private management from 10th November, and is called the "Yuan Tung" Bank.

The Grand Canal in the Yangchow district still continues to be flooded in spite of the opening of successive sluices, and the water-gauge at Kao-y only shows a lowering of a few inches in the water-level.

From Tientsin we hear that Cheng Fu, late Director of the Yellow River, has arrived there on his way to the scene of his failure. The officials of Tientsin went off to the ship to greet him, but he appeared to be in a state of deep dejection.

The General of the Amoy has sent to Peking 20 boxes of Solon Siberian sables which have arrived at H. Feng-kow, where an official from Peking will meet the General's messenger and take over these valuable furs for the Emperor's use. The same tribute is sent every year from this outlying Chinese colony.

The rice of An-hui is the best in China, and Wuhu is the great entrepot for it, and the centre of persons engaged in the trade. Foochow and Canton merchants have this autumn sent away some ten steamers loaded with it, and some 100,000 bags have also gone forward for the relief of the flooded districts near Newchwang.

The daughter of the Viceroy Li Hungchang becomes, on the 16th November, the wife of Chang Pei-lun, formerly in charge of the Foochow Arsenal, whose misfortunes and disgrace in the hostilities with France are well known to all foreigners in China. He ranks as a Sub-Chancellor of the Grand Secretariat; his first wife is dead.

Corea has been subject to China for 300 years, and in token of this submission every autumn the King sends an officer of his Court to receive a Chinese calendar, or almanack. On 31st October, such a messenger arrived at Peking, and on 4th November he received the book from the Board of Ceremonies, to which Board he brought a letter from the King.

Tenth moon tenth day (13th November) is the birthday of Her Majesty Tse H. Tse Yu K'ang 1 Shao Yu Chwang Cheng, Empress of China. At daybreak on this day the Taotai and all the civil and military officials of Shanghai repair to the Wan-shao Kung Temple inside the west gate of the city to perform the three kneelings and nine Kowtow. The Mixed Court is closed for three days, and for seven days all the officials are dressed in *grands tenue*.

On 8th November appeared an Arrived from the Empress announcing that Yeh-hoh-na-la, the daughter of the Manchu Brigadier-General Kwei-siang (younger brother of the Empress), had been selected as the consort of the youthful Emperor of China; and that two girls named Ta-tai-lan, daughters of Chang-shuh, a Manchu Vice-President of a Peking Board, aged 15 and 13 years respectively, had been chosen for the harem. Owing to the insufficiency of the Chinese syllables to reproduce foreign sounds, these names only approximately represent the Tartar appellations of these young ladies.

Ho, Ta Lao-hu (Big Tiger), a noted brigand chief, concerned in 21 robberies with loss of life, has been captured, and although he has died of wounds received in his last fight, the body will be beheaded when the judicial enquiry is finished. He was 7 feet 2 inches high, and burly in proportion. The capture was made by the Tung-yung Taotai and the Yu-yung of San-ho, under directions from the Viceroy Li Hung-chang. Amongst his daring deeds is mentioned the robbery of a cow and donkey from Shih-tow Chen, a town in Wu-tung Hien, Chihli, in broad daylight, assisted by 40 mounted caterans.

CHEFOO.

(FROM OUR SPECIAL CORRESPONDENT.)

November 12th, 1888.
I regret to announce the death of Mrs. Calder, the Harbour Master's wife at Port Arthur. Her body was conveyed here, for interment, by the Yu Shun which arrived here on Saturday, and was promptly boarded by our Harbour Master, Mr. Stevens, who brought the coffin on shore in his boat. Mrs. Calder came out here from England, about two months ago to join her husband, who, with many others, also soon succumbed to the unhealthy climate, and her funeral will take place to-day.

The Pei Yang Squadron is now in this port. A Minister Lang left yesterday morning by the Hsiao on six months' leave. Mr. Sjolund, who took charge of the Customs schooner *Ching Ming* on her last trip, returned here from Houki on the 6th instant. While ballasting that vessel at Chefoo Bluff during a southerly gale, previous to his departure, he put off in a sampan and the crew of a fishing boat which had capsized during the storm, and when picked-up they were clinging to the bottom of the boat, but their comrades had perished.

(FROM A CORRESPONDENT.)

November 12th, 1888.
Probably your "Own Special" has informed you already of what has been going on here lately, but having promised to drop you an occasional few lines, I send you a little Newchwang news, of which your special possibly is not aware. A few days ago, when the German barkentine *Director* was getting under way off the Newchwang bar, with her sails loose, ready to be set, and signals flying for a pilot, prepared to go into port, the German steamer *Zeppelin* came out with a pilot on board, and through some mishap not yet cleared up, struck the wind jammer right amidships, sinking her almost immediately on the hard and treacherous West Bank. At low water her upper deck is just awash. The sailing-ship brought a cargo of seaweed from Russian Tartary or Manchuria, I am not quite sure which. The steamer received no serious damage, it is stated; she had a fatal collision down south too, I hear, resulting in the total loss of a large Chinese junk, and several lives. The *Peiho* tug-boat made a soft thing out of the affair, charging \$300 for towing the sunk barkentine; but I hear the tug's valuable services were not required after the fourth day, the vessel being considered a hopeless wreck. It is a strange coincidence that the same captain of the barkentine should have lost another vessel in a similar way this year already, being run down near "Chapel Island," off Amoy, by the steamer *Metropolis*. The supposition is, in the late Newchwang collision case, that the barkentine, wanting a pilot, and the steamer wishing to get rid of one, that the steamer went closer to the sailing vessel than she would have done otherwise; but whether this explanation is correct I cannot vouch for. I understand the tug *Peiho* has been doing well in Newchwang river, and that the *Heron* has been sent to the same destination. —Shanghai Mercury.

CHINKIANG.

(FROM OUR CORRESPONDENT.)

Chinkiang, 11th November, 1888.

A meeting was held yesterday at H. B. M.'s Consulate, Mr. E. L. Okonham, presiding, to devise ways and means for relieving the distress among the suffering poor during the coming winter. The meeting was well attended and liberal assistance was promised by several members of the foreign community.

The body of a Buddhist priest was cremated here on the evening of the 12th instant. The deceased was attached to the Buddhist temple at the foot of the Chinkiang hill, outside of the Concession. The body was placed in a sitting posture in a large earthen jar, filled with charcoal, the top of which was covered with two separate pieces which were hermetically sealed, and strengthened by iron wire, bound around the jar containing the remains, and the name of the deceased was placed therein. In the bottom of the jar was an aperture to admit free access to the flames. Underneath the jar the earth was dug away, forming a trench, and heaps of sandalwood and other inflammable matter were placed under. The ceremony of cremation was performed by all the priests belonging to the temple. The body was calcined in about eight hours. After the ceremony, the top of the jar was opened and all that remained were some particles of the skull, and some portions of the larger bones of the body. —Shanghai Mercury.

WENCHOW.

(FROM A CORRESPONDENT.)

10th November, 1888.

The Foochow built gunboat *Yuan Kai* arrived on the 12th instant from Ningpo with 275 Honan braves on board; half of them are for this city and the remainder are to be sent to Ta-ching-chen in the Yu-ching-hsien where a band of pirate-robbers has for some time past caused considerable trouble to the authorities of both this prefecture and that of Taichow. Some time last month these desperadoes plundered two junks off Ta-ching in the Yu Huan Bay (about 200 li from here) which caused the Chen-tai of this city to order one of his war-junks to proceed against them. On arriving at the entrance of the bay the officer in charge of the gun-boat decided to anchor, he then transferred a party of soldiers to a smaller junk to serve as decoy, and sailed up the bay; this ruse proved a success; the robbers thinking that it was a trading junk immediately bore down upon it; when they were near, the soldiers rushed on deck and received them with a volley, but in this case the words of Byron do not apply:—"Each volley tells that thousands ceased to breathe."

And the pirates, finding that they had been ensnared, took to flight; three of the piratical craft succeeded in making their escape, but one was pursued and captured. Out of the ten pirates that manned it, six were there and then beheaded, and four brought to this city to be executed.

In the early part of last month I reported to you that a band of robbers had attacked a village at the entrance of the river; since then considerable consternation prevails here, and the city gates are closed punctually at nine o'clock.

From Ningpo I hear that the Chinese there circulate various rumours about this place being unsafe, etc., etc. These are exaggerations; the authorities are wide awake and Wenchow is quite safe.

The *Yuan Kai* left for Ningpo on the 4th, and the Training-ship *Ching Yuen* arrived on the 7th from Foochow and left for Shanghai on the 8th.

TIENTSIN.

(FROM OUR CORRESPONDENT.)

November 7th, 1888.

His Excellency Lin Han-fang has sent in a petition to the Viceroy for extending the Tungchow railway. It is rumoured here that several foreign firms have tendered—a German for Tis 7,000 per li—but I doubt very much if any foreign firm will have anything to do with it, except supply rolling stock, etc., for they have their own engineer and staff of foreigners. There are a number of German gentlemen here from your port, representing firms of large gun and armour plate firms. I have not yet found out what they are here for.

From Korea I hear that a regular tug-of-war is going on between the King and Li Hung-chang. His Majesty wants Yuan superseded, and the Viceroy refuses to do this unless His Majesty dismisses Judge Denny. Correspondence on this subject is passing to and fro. I wonder who feels the most uncomfortable, Yuan or Judge Denny. All this strife is about the pamphlet published by the Judge.

Russell's application for consular immunities is not settled yet. Others have applied too, I hear. Some time ago a number of Chinese were allowed to land from the steamer *Yuhin* at Nicolajevsk, and complaints have been made to the Viceroy. I understand they were not allowed to land and were ordered to return to their ship. This is a daily reported here on his way to Chekiang, where he is appointed Grain Commissioner for that province.

The Manchester Syndicate, which was a dead and gone according to your morning contemporary, has come to life again, and has proposed to take here. Can you tell me whether it is the same syndicate that was here before, or another?

as Manchester is a large place and may have other syndicates?—*Mercury*, November 10th.

We have received the two following notices to mariners from the Harbour Master's Office:—
Discontinuance of Light on Sha-lu-tien during the winter.—Notice is hereby given that the Light on the Sha-lu-tien—Tsao-tien-tien will be discontinued from the 30th November to the 1st March.—R. Trannack, Harbour Master.

Removal of Light-ship and Buoy during winter.—Notice is hereby given that the Light-ship *Taku*, together with the Buoy marking the Bar, will be removed for the winter, on or about the 30th instant.—R. Trannack, Harbour Master.

Last Sunday a new chapel in Tientsin city was dedicated by Bishop Fowler, of the Methodist Episcopal Church. It is inside all bright and comfortable. For the first time it was filled by a numerous congregation, while several missionaries and friends of other communions were present.

It was reported that H.M. gun-boat *Cock-chaffer* had been ordered to winter here, but new orders may have been given, as it is said her coming is now uncertain. No French vessel will come, it is said.

The last news from the Yellow River is that Wu-tai-cheng, the new Commissioner, is working hard to close the breach at Cheng Chow, and so far as weather, diminution of the river flow, and many elements were in his favour. Unfortunately for China, the damage done to Honan is irretrievable, as the destruction of towns and villages now in ruin, of the once fertile grounds now covered with silt and water, cannot be repaired for many generations to come.

The sickness prevalent here, around Kaiping, and in Peking, during the autumn, has quite disappeared, and, for the time, all the regions named are unusually healthy. Food everywhere is cheap and plentiful, and for labourers, farmers, boatmen, and carriers, it has been a good year.

About two years ago a factory was founded on the southern bank of the river, at a place not far off for making various kinds of safety matches to compete with or displace the German and Austrian matches which come to the port in very large quantities, and meet with a ready sale in all the towns and fairs of the province, and even in Mongolia, Shensi, Shansi, etc. The English matches are dearer, and their higher price militates against their sale. So, under considerable difficulties, owing to disputes amongst the founders, law suits, etc., a factory was established. At first the matches, although they appeared well enough, were by no means equal in appearance to the foreign products, but with experience, new machinery, improved manipulation, etc., have at last succeeded in manufacturing an article that is in all respects equal to that imported, and, besides, is cheaper.

The matches made at the Chinese factory are put up in paper cylindrical boxes, each box containing 250 lights. Ignition is easy, and certain, and in this respect the matches are vastly preferable to those made in Japan. Many of the Japanese make seem, for motives of economy, to be tipped with red paint, and we have often had boxes which had scarce one ignitable match. The Chinese manufacture is now fairly established, and gives employment to about one hundred persons, and, as the sales increase regularly, it promises to become a considerable and valuable industry.—*Chinese Times*.

To-day's

Advertisements.

THEATRE ROYAL

CITY HALL, HONGKONG.

THE AMERICAN MUSICAL COMEDY

AND OPERA COMPANY,

(Under the direction of Messrs. WILLARD and SHERIDAN),

Will arrive by P. & O. Steamer from Shanghai and open as above for a Short Season, with

A NEW AND EXTENSIVE REPERTOIRE,

Including:—

"IL TROVATORE,"

"OLIVETTE,"

"MIKADO,"

"THE SORCERER,"

"MASCOTTE,"

"IOLANTHE,"

"BLACK-EYED SUSSAN,"

"PRINCESS IDA,"

"TICKET-OF-LEAVE MAN,"

"THE SHAUGHRAUN,"

&c., &c., &c.

OPENING NIGHT,

THIS EVENING,

the 20th November, 1888,

When will be produced Stephenson and Cellier's

Charming Comic Opera,

"DOROTHY."

The Management can guarantee this being

the most complete performance ever witnessed

in Hongkong.

Performances for the week—TUESDAY,

THURSDAY and SATURDAY.

PRICES OF ADMISSION:—

Dress Circle and Special Stalls...\$3.00

Stalls...1.00

Pit...1.00

The Plan may be seen and Seats secured at

Messrs. KELLY & WALSH, Limited.

PEMBERTON W. WILLARD.

Hongkong, 20th November, 1888. [1153]

UNION LINE.

FOR KOBE (DIRECT).

THE Steamship

"GALLEY OF LORNE."

Captain Grandin, will be despatched for the

above Port, on MONDAY, the 20th instant,

at 4 P.M.

For Freight or Passage, apply to

RUSSELL & Co.,

Agents.

Hongkong, 20th November, 1888. [1182]

NOTICE.

TAKE NOTICE that Mr. CHAN CHAU TAM

has let my employment on the 31st day of

August last and is now in no way connected

with my Firm or Business and all authority

either to sell or purchase for or on my behalf

has been withdrawn from him and further I beg

to inform the public that the labels on Fire-

crackers manufactured or sold by me will bear

my old Hong Kong name of MAEN SHING and

without this name attached none will be genuine

and any brand without the name "MAEN

SHING" or with an additional character will be

a fraud and any person found guilty of imitating

will be prosecuted and punished according to

Law.

Dated the 20th day of November, 1888.

MAEN SHING.

Masonic.

ZETLAND LODGE.

No. 521.

AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, TO-MORROW, the 21st November, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited. Hongkong, 17th November, 1888. [1176]

VICTORIA LODGE.

No. 1025.

A REGULAR MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zetland Street, on THURSDAY, the 22nd instant, at 8.30 for 9 P.M. precisely. Hongkong, 19th November, 1888. [1170]

EOTHEN MARK LODGE.

No. 264.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on MONDAY, the 26th instant, at 8.30 for 9 P.M. precisely. Hongkong, 19th November, 1888. [1181]

Auctions.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have been instructed to Sell by Public Auction, on

THURSDAY,

the 22nd November, 1888, at 11 O'CLOCK,

on Board,

THE HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED, CHOP

"CECILIA."

560 Tons Tonnage, with 1 ANCHOR about 15

ft. long, 14 in. CABLE, METAL

FASTENED and SHEATHED with

YELLOW METAL, as she lies at present

at Hungnam.

A Steam Launch will leave Pedder's Wharf

at 10.30 A.M.

TERMS OF SALE.—Cash before delivery.

LANE, CRAWFORD & Co.,

Auctioneers.

Hongkong, 19th November, 1888. [1179]

Insurances.

THE NEGLECT OF LIFE

ASSURANCE.

THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort perhaps in luxury are left in extreme poverty every year from the bread winner having neglected to assure his life. In the East many a man lives up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.

EVERY FACILITY

In connection with Life Assurance Business is afforded by

THE STANDARD LIFE OFFICE,

one of the largest and wealthiest of the Principal

Institutions of the United Kingdom. Terms of

application and all information will be promptly

afforded on application to any of the Standard

Company's Agents, or to

THE BORNEO COMPANY, LD.,

Agents, Hongkong.

Hongkong, 29th June, 1888. [659]

NOTICE.

THE MAN ON INSURANCE COMPANY,

LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept

MARINE RISKS at CURRENT RATES on GOODS,

&c. Policies granted to all Parts of the world

payable at any of its Agencies.

WOO LIN YUEN

Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST,

Hongkong, 1st February, 1888. [150]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,

(LIMITED).

CAPITAL TAELS 600,000, } \$833,333-33

EQUAL TO.....

RESERVE FUND.....\$240,000-00.

BOARD OF DIRECTORS,

LEY SING, Esq., LO YUK MOON, Esq.,

LOU TSO SHUM, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken

at CURRENT RATES to all parts of the

world.

